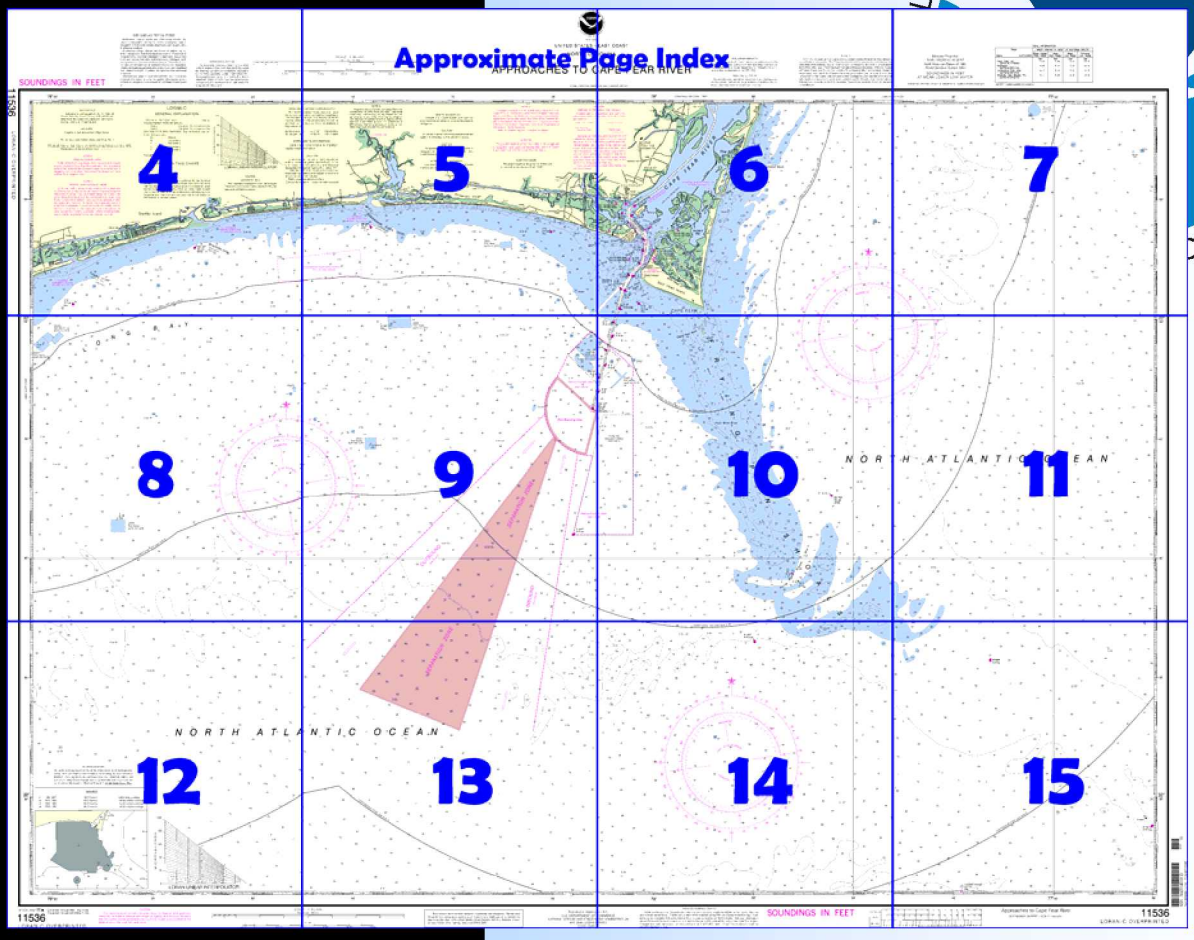
BookletChart™

Approaches to Cape Fear River

(NOAA Chart 11536)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

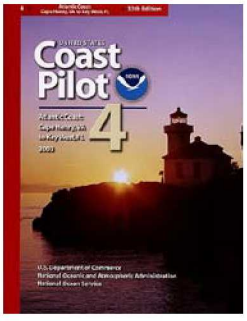
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 5 excerpts]
(107) Cape Fear is a low, sharp, sandy point 85 miles southwest of Cape Lookout at the south of **Smith Island.** This island is low and marshy, but on the western side has a thick growth of trees and a 99-foot-high octagonal tower of an abandoned light.
(108) **Frying Pan Shoals** are bare in spots near the shore and have general depths of 2 to 12 feet in an unbroken line to a point 10 miles from the cape; for 6 miles farther the shoals are broken with depths ranging from 10 to 20 feet. Broken ground with depths of 5 to 7 fathoms extends from the shoals proper almost to Frying Pan Shoals Light. A channel, known as **Frying Pan Shoals Slue,** cuts through the shoals 11.5 miles southward of Cape Fear. The slue is marked at the northeast approach by a lighted whistle buoy, about midway of its length by two buoys, and at its southwest approach by a lighted buoy. A depth of 20 feet can be carried through the channel with the aid of the chart. The channel is used by fishing boats and other small craft.
(109) **Frying Pan Shoals Light** (33°29'06"N., 77°35'24"W.), 118 feet above the water, is shown from a dark green tower on the corner of a four-legged metal structure painted yellow with the words FRYING PAN on the north, east, and south sides in 46 feet of water about 28.5 miles southeastward of Cape Fear. A fog signal is at the light.
(110) A wreck, covered 12 feet, is on Frying Pan Shoals about 16 miles west-northwestward of the light.

[Coast Pilot 4, Chapter 6 excerpts]
(12) **Lockwoods Folly Inlet** is entered over a shifting bar 11 miles west of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at all stages of tide and wind. Due to frequent changes, mariners are advised to seek local knowledge before entering the inlet. The approach is marked by a lighted whistle buoy. The buoys marking the inlet are not charted, because they are shifted to mark the best water. There are three charted wrecks near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore.
(13) **Lockwoods Folly River** is navigable from the ocean to the Intracoastal Waterway, and thence to a highway bridge at **Supply,** which is the head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. The depths were 4.3 feet from the Intracoastal Waterway to Lockwoods Folly River Daybeacon 10, thence 3.7 feet to Daybeacon 16, thence 2.3 feet to Supply. The river channel is marked by daybeacons to a pier at **Varnumtown** where gasoline and water can be obtained. The river is used by commercial shrimp boats to Varnumtown.
(14) An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet.
(15) **Shallotte Inlet** is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and buoys marking it are shifted to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River.** The river is navigable to the town of **Shallotte**. The depth over the bar and to the Intracoastal Waterway was 7 feet, thence 3.5 feet to Shallotte.
(16) Berthage, electricity, gasoline, water, ice, and wet and dry storage are available at the marina on the west bank of Shallotte River, 0.6 mile above the Intracoastal Waterway.
(17) **Tubbs Inlet,** 6 miles westward of Shallotte Inlet, is seldom used. It is unmarked and not recommended to strangers.

Table of Selected Chart Notes

Corrected through NM May 21/05
Corrected through LNM May 17/05

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY
Use chart 11534. The depths and channel markers are not shown hereon.

CAPE FEAR RIVER
The project depth is 44-38 feet to Wilmington. For controlling depths see Chart 11537.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.621" northward and 1.006" eastward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Myrtle Beach, SC	KEC-95	162.40 MHz
Wilmington, NC	KHB-31	162.55 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Mercator Projection
Scale 1:80,000 at Lat 33°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

NOTE B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape Fear, NC (33°51'N/77°58'W)	4.9	4.6	0.2	-2.5
Southport (33°55'N/78°01'W)	4.6	4.3	0.2	-2.5
Lockwoods Folly Inlet (33°55'N/78°14'W)	4.7	4.4	0.2	-2.5
Shallotte Inlet (Bowen Pt.) (33°55'N/78°22'W)	5.1	4.8	0.2	-2.5

(Jul 2001) Latest available information

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

11536

LORAN-C OVERPRINTED

SOUNDINGS IN FEET

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.621" northward and 1.006" eastward to agree with this chart.

1 ½ 0 1

1000 0

78°30' 25' 20'

55'

33° 50'

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: — — — —

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

LORAN-C

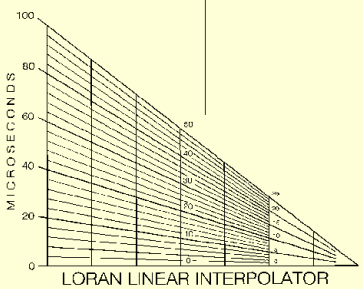
GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz
PULSE REPETITION INTERVAL
9960..... 99,600 Microseconds
7980..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in nshore waters.



LORAN LINEAR INTERPOLATOR

CAUTION

Entrance to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

NOAA WEATHE

The NOAA Wea below provide cont The reception ra nautical miles from ss much as 100 n high elevations.

Myrtle Beach, SC Wilmington, NC

SUPPLEMEI

Consult U.S. C supplemental infor

Limitations on aids to marine nav U.S. Coast Guard Geospatial-Intelligen Radio direct-on broadcasting stati should be used wi Station positions ⊙(Accurate locatio

Brantley Island

Seaside

Sunset Beach

Gause Ldg

Ocean Isle Beach

Holden Beach

Shallotte Inlet

Tubbs Inlet

COLREGS DEMARCATION LINE 80.530b (see note A)

THREE NAUTICAL MILE LINE (see note X)

LONG BAY

Obstns Fish Haven 32 (auth min 20 ft)

Joins page 8

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

North

COAST SURVEY

UNITED STATES - EA

NORTH CAROL

APPROACHES TO CA

SCALE 1:80,000

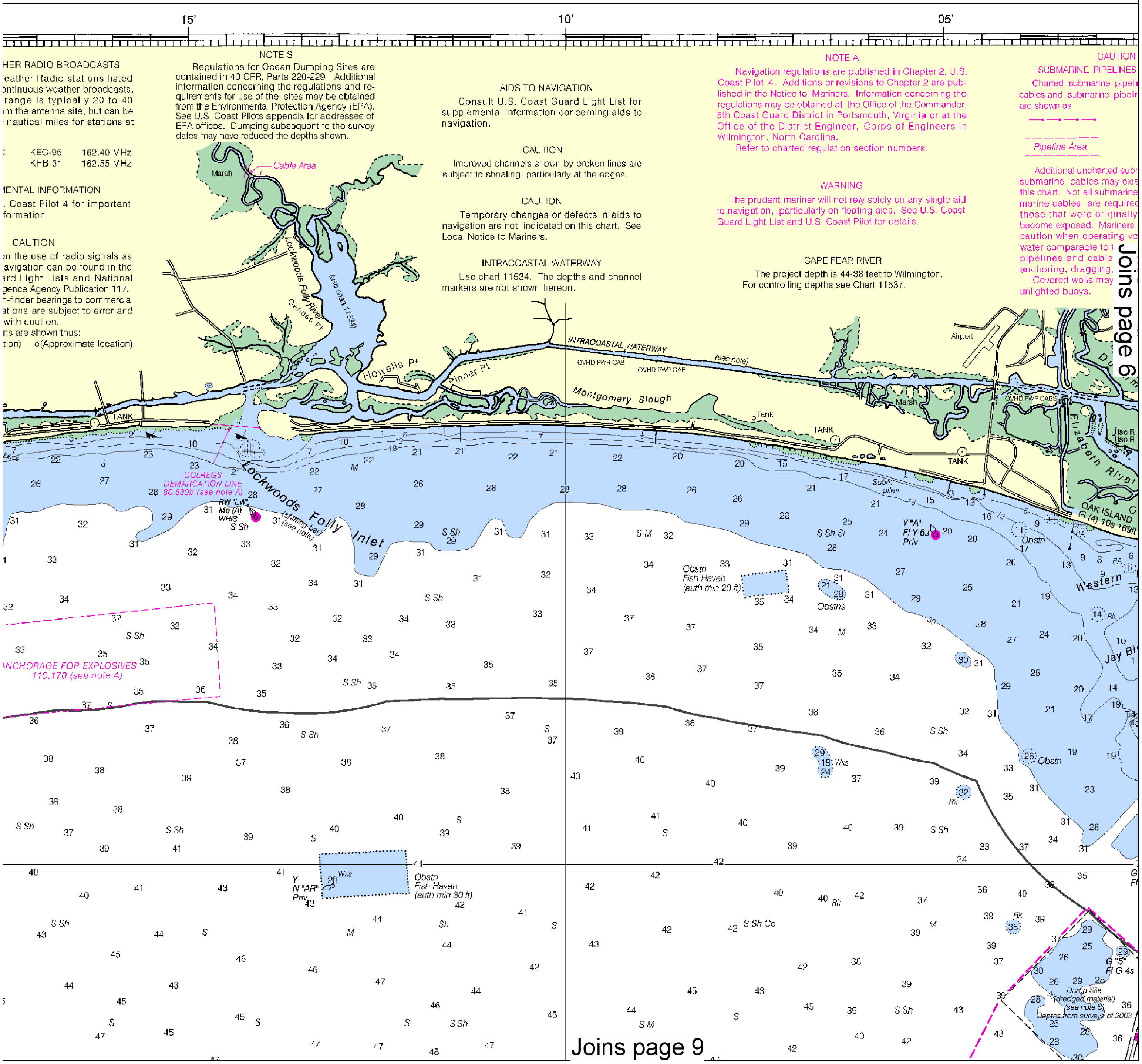
Nautical Miles

2 3 4 5 6 7

Yards

2000 4000 6000 8000 10000

Formerly C&GS 1236, 1st Ed., June 19



CAPE FEAR RIVER

8, 1st Ed., June 1926 C-1926-26b KAPP 211

POLLUTION REPORTS

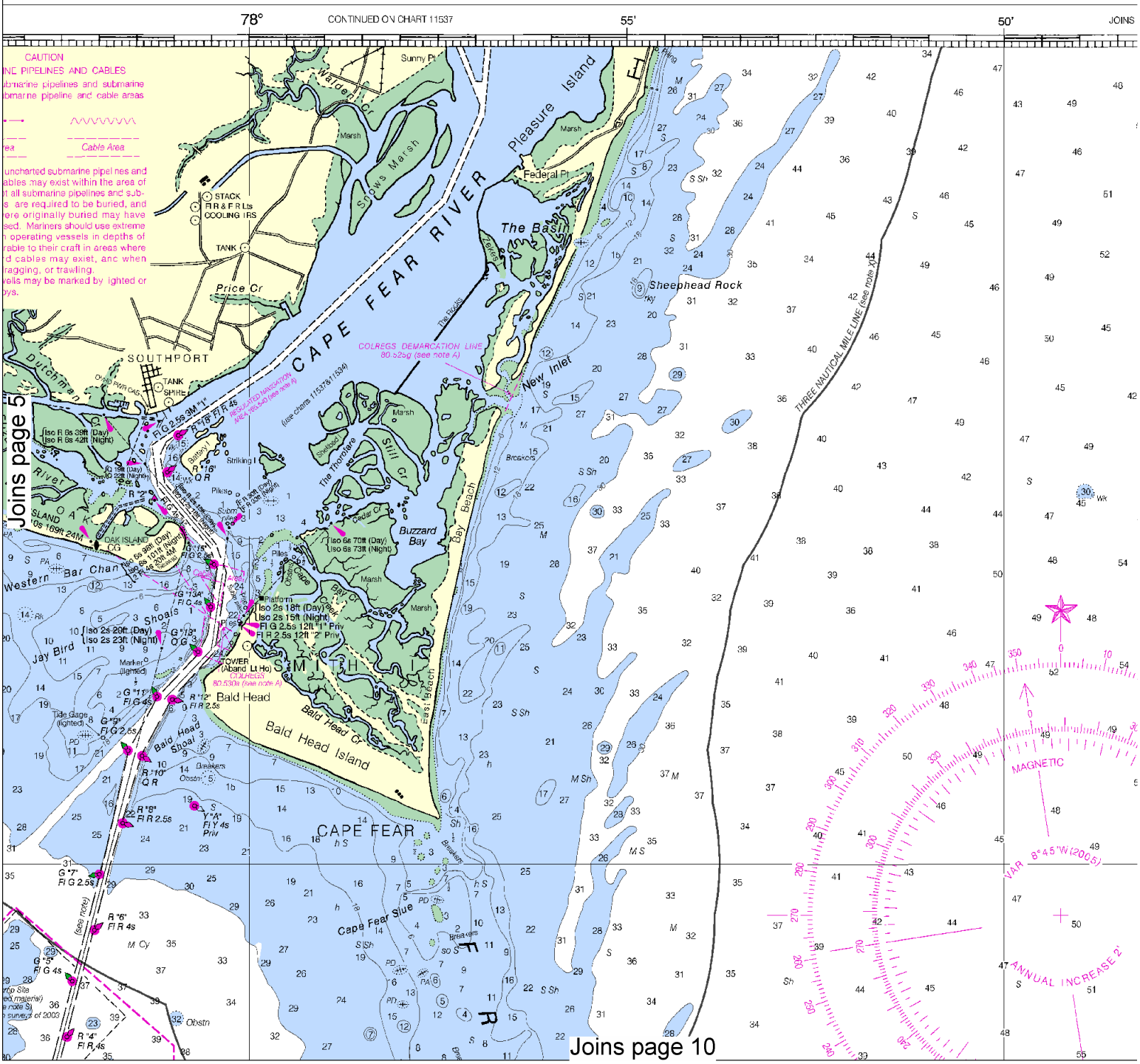
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamati some Federal laws apply. The Three Nautical Mile Line, previously identified as t outer limit of the territorial sea, is retained as it continues to depict the jurisdiction limit of the other laws. The 9 nautical mile Natural Resource Boundary off the Gulf coa of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain most cases the inner limit of Federal fisheries jurisdiction and the outer limit of t jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nauti mile Exclusive Economic Zone were established by Presidential Proclamatio Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subje to modification.



North

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

ation
is the
tional
coast
ain in
of the
utica
ation.
bject

Mercator Projection
Scale 1:80,000 at Lat 33°43'
North American Datum of 1983
(World Geodetic System 1984)

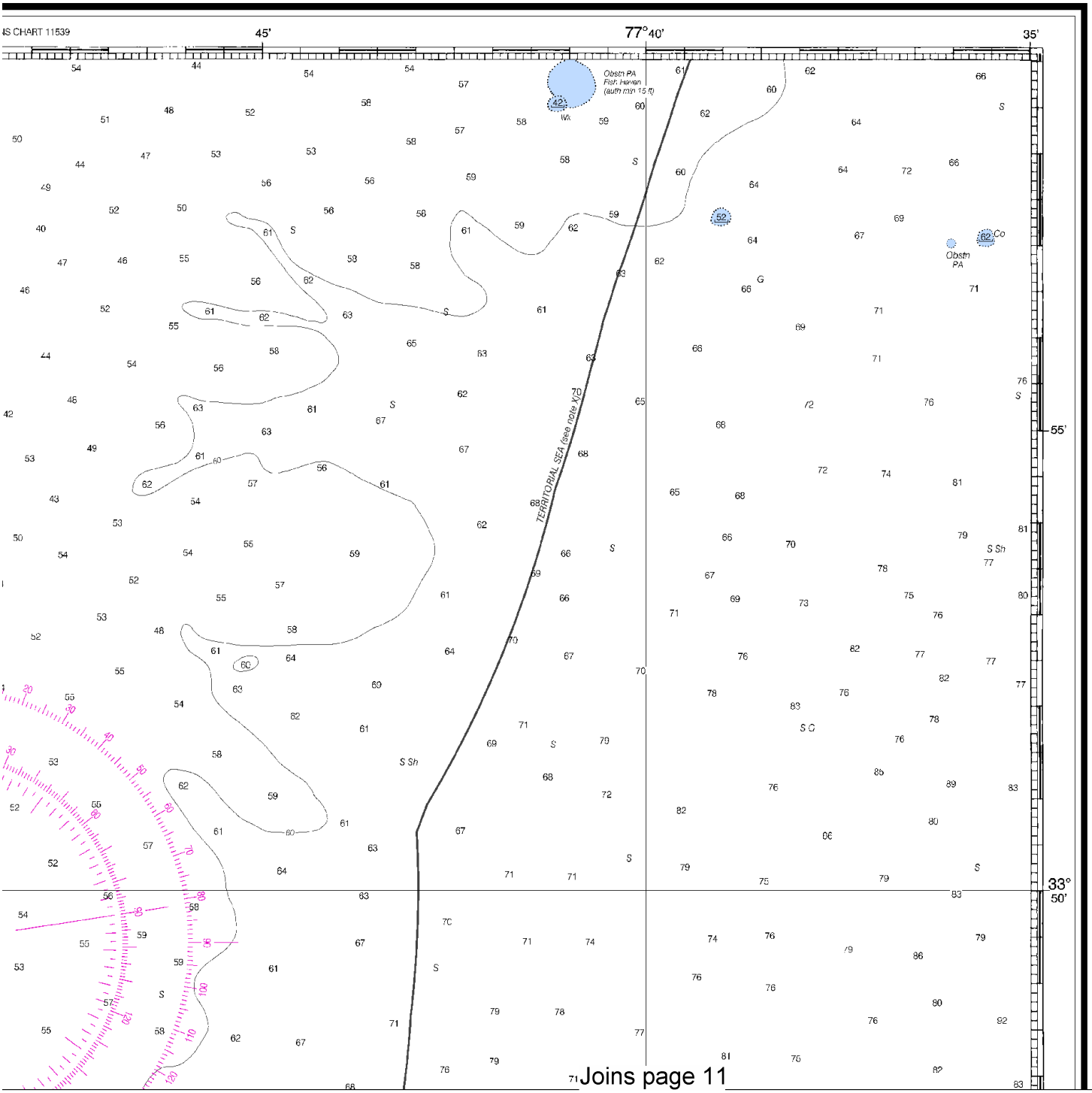
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.ncaa.gov.

TIDAL INFORMATION

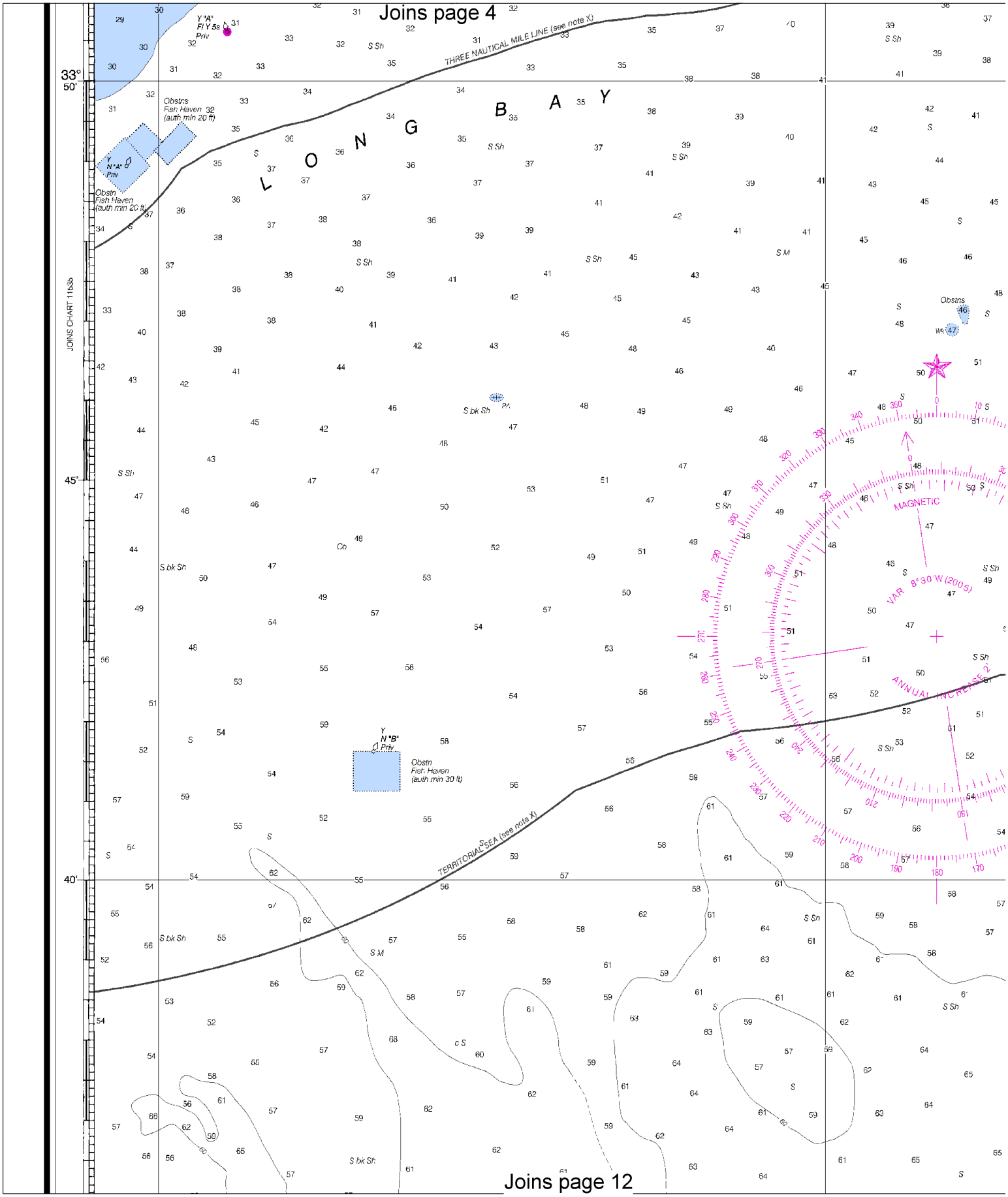
Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape Fear, NC (33°51'N/77°58'W)	4.9	4.6	0.2	-2.5
Southport (33°55'N/78°01'W)	4.6	4.3	0.2	-2.5
Lockwoods Folly Inlet (33°55'N/78°14'W)	4.7	4.4	0.2	-2.5
Shallotte Inlet (Bowen Pt.) (33°55'N/78°22'W)	5.1	4.8	0.2	-2.5

(Jul 2001) Latest available information



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .



8

North

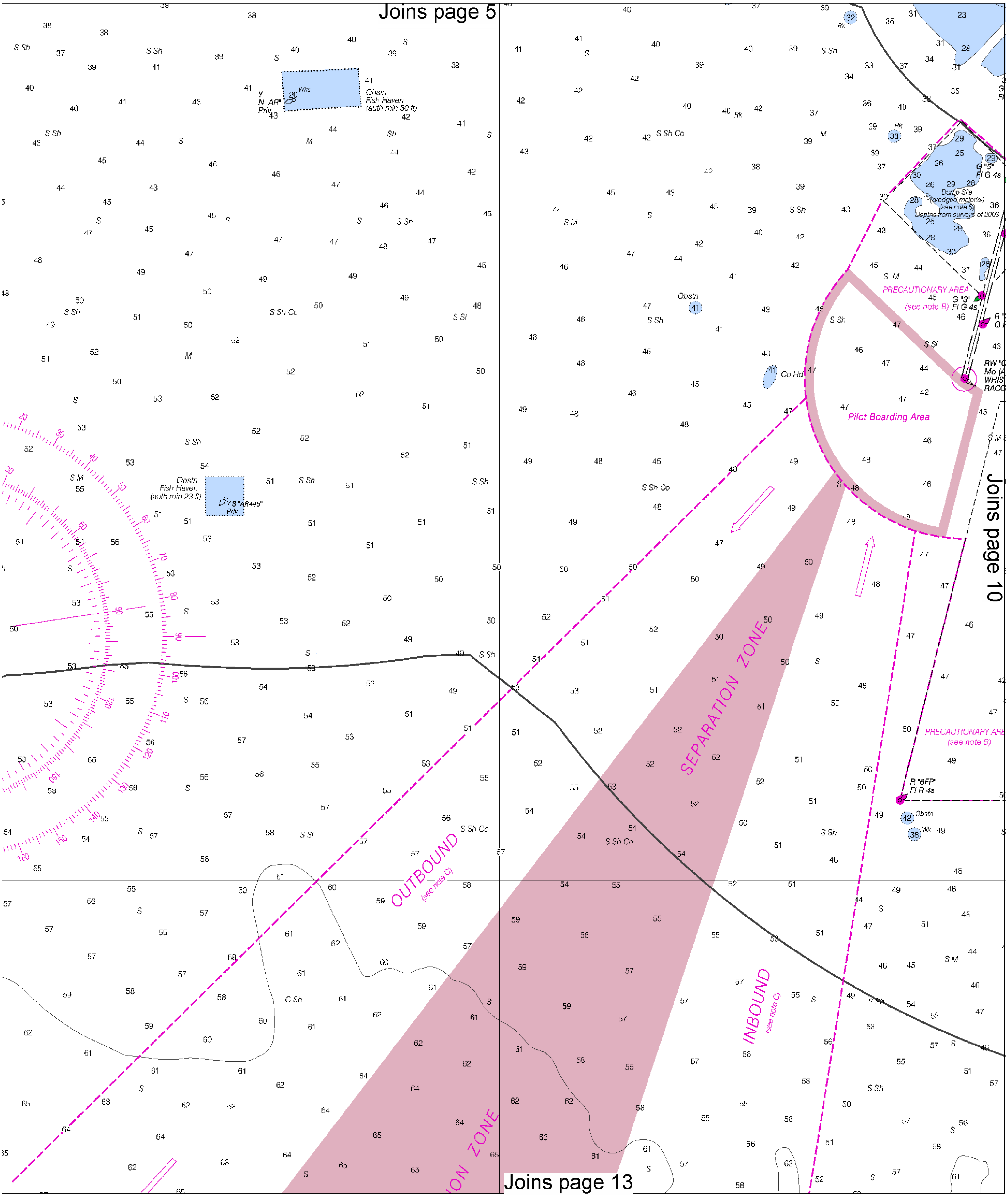
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

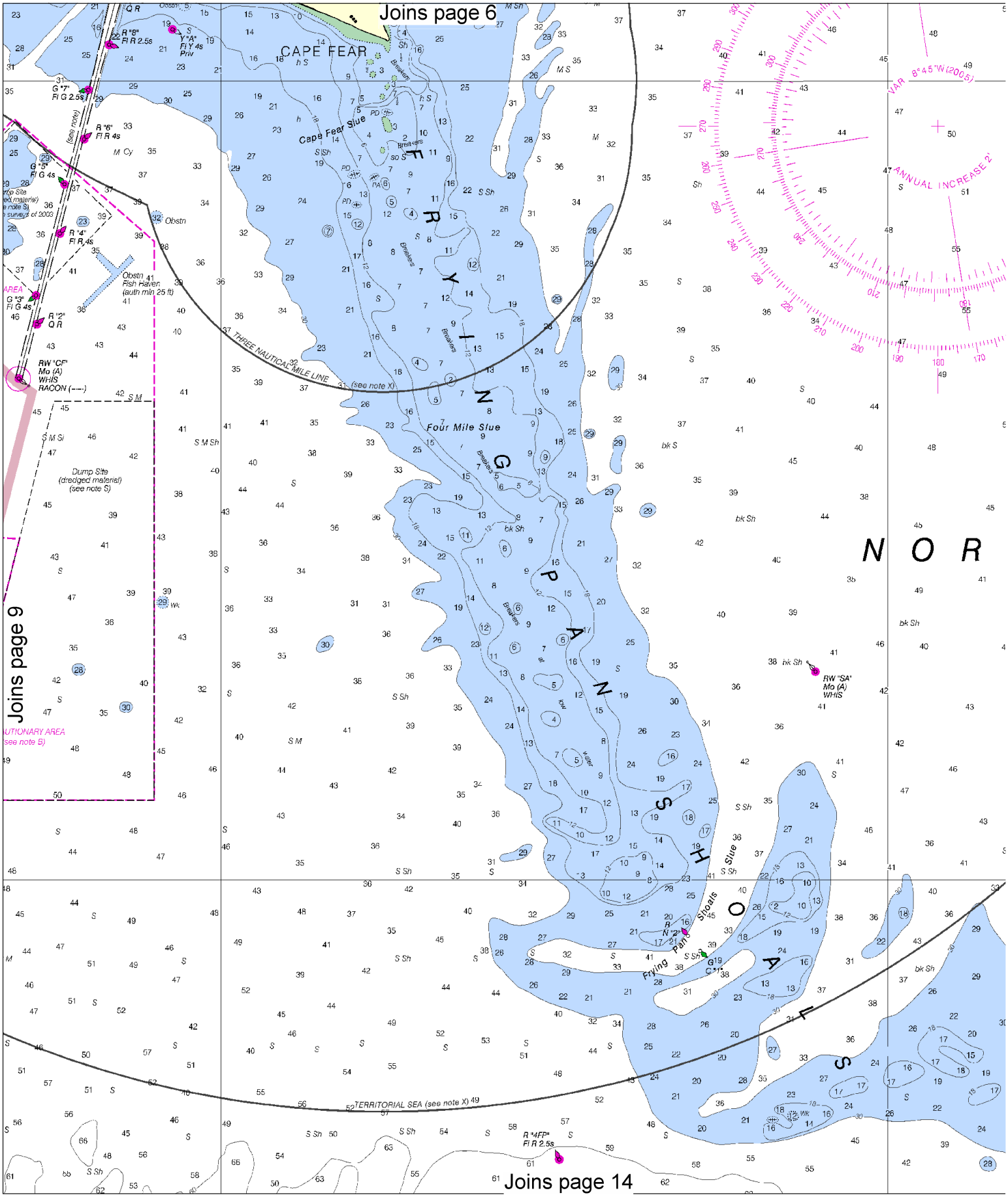
See Note on page 5.

Joins page 5



Joins page 10

Joins page 13



10

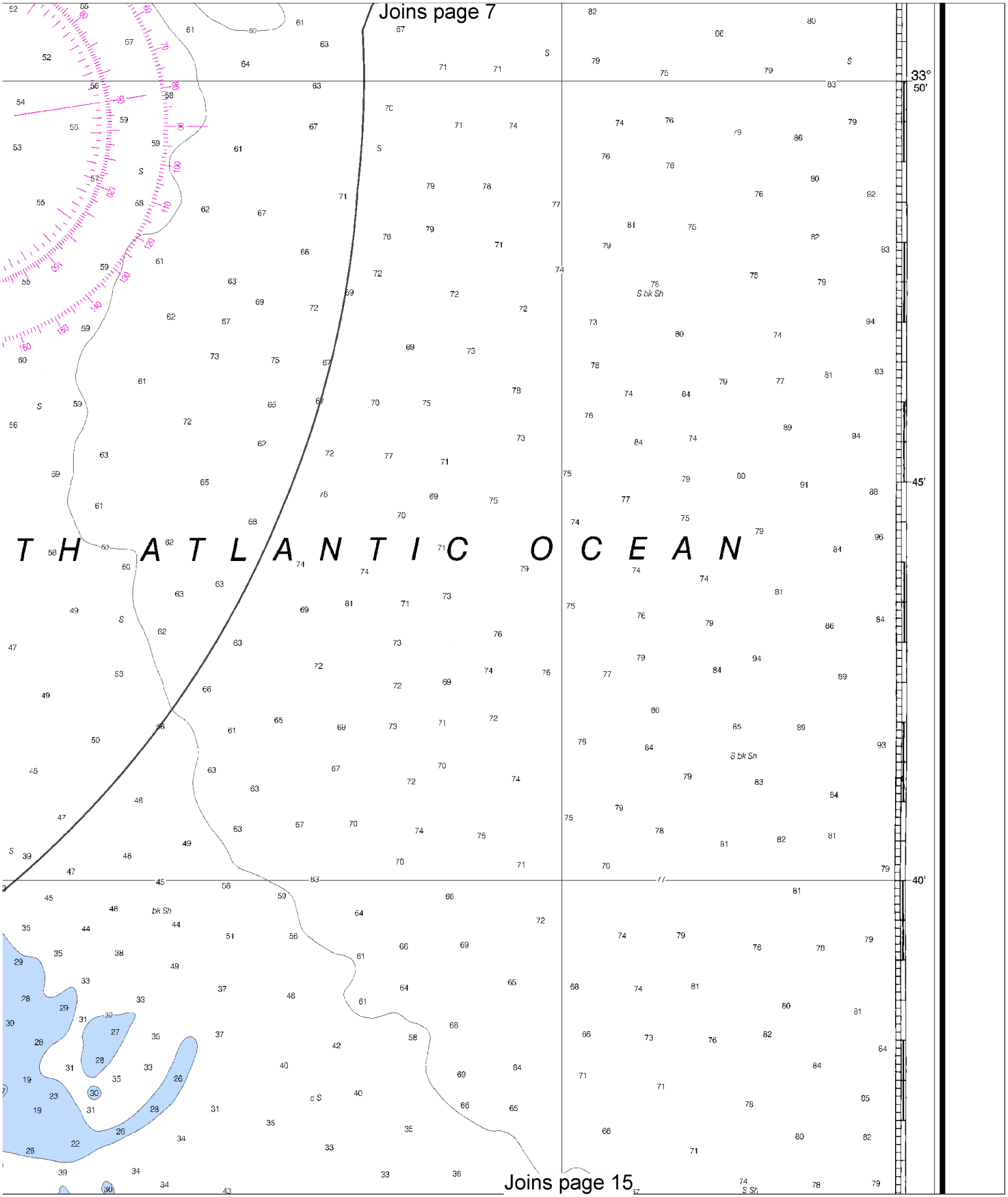
North

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 7
33° 50'
45'
40'
T H A T L A N T I C O C E A N
S bk Sh
bk Sh
Joins page 15

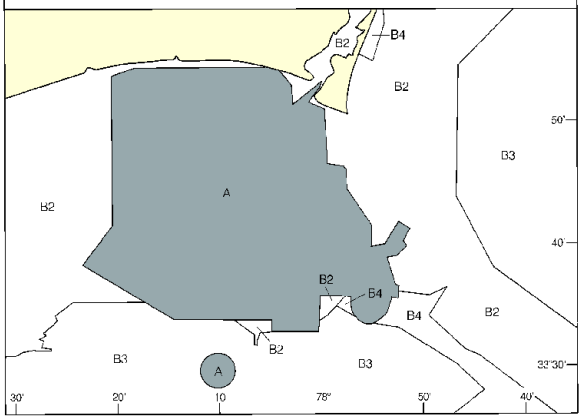
Joins page 8

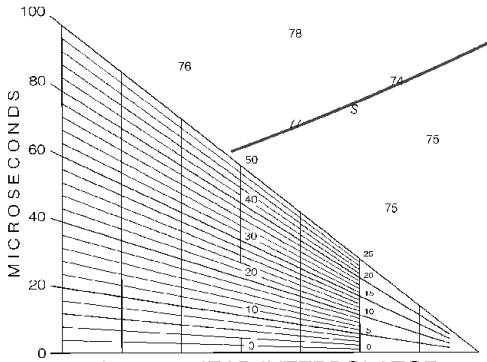
NORTH ATLA

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-1997	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage





35°

33°30'

78°30'

25'

20'

18th Ed., May/05 ■ Corrected through NM: May 21/05
Corrected through LNM May 17/05

11536

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SCALE

Nautic

1 ½ 0 1 2

Ya

1000 0 2000 4000

12

North

Printed at reduced scale. ~~SCALE 1:80,000~~

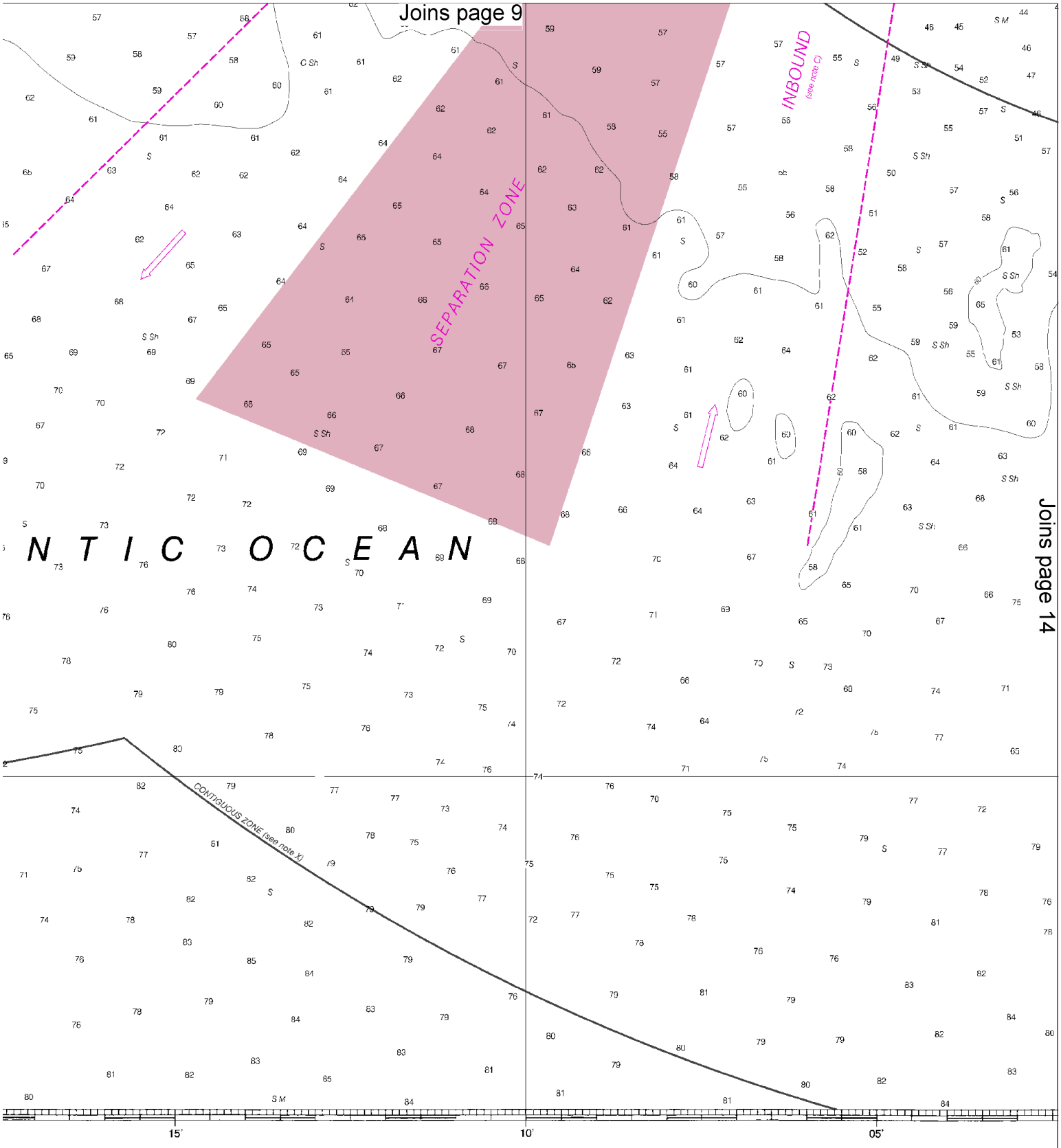
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



1:80,000

ical Miles

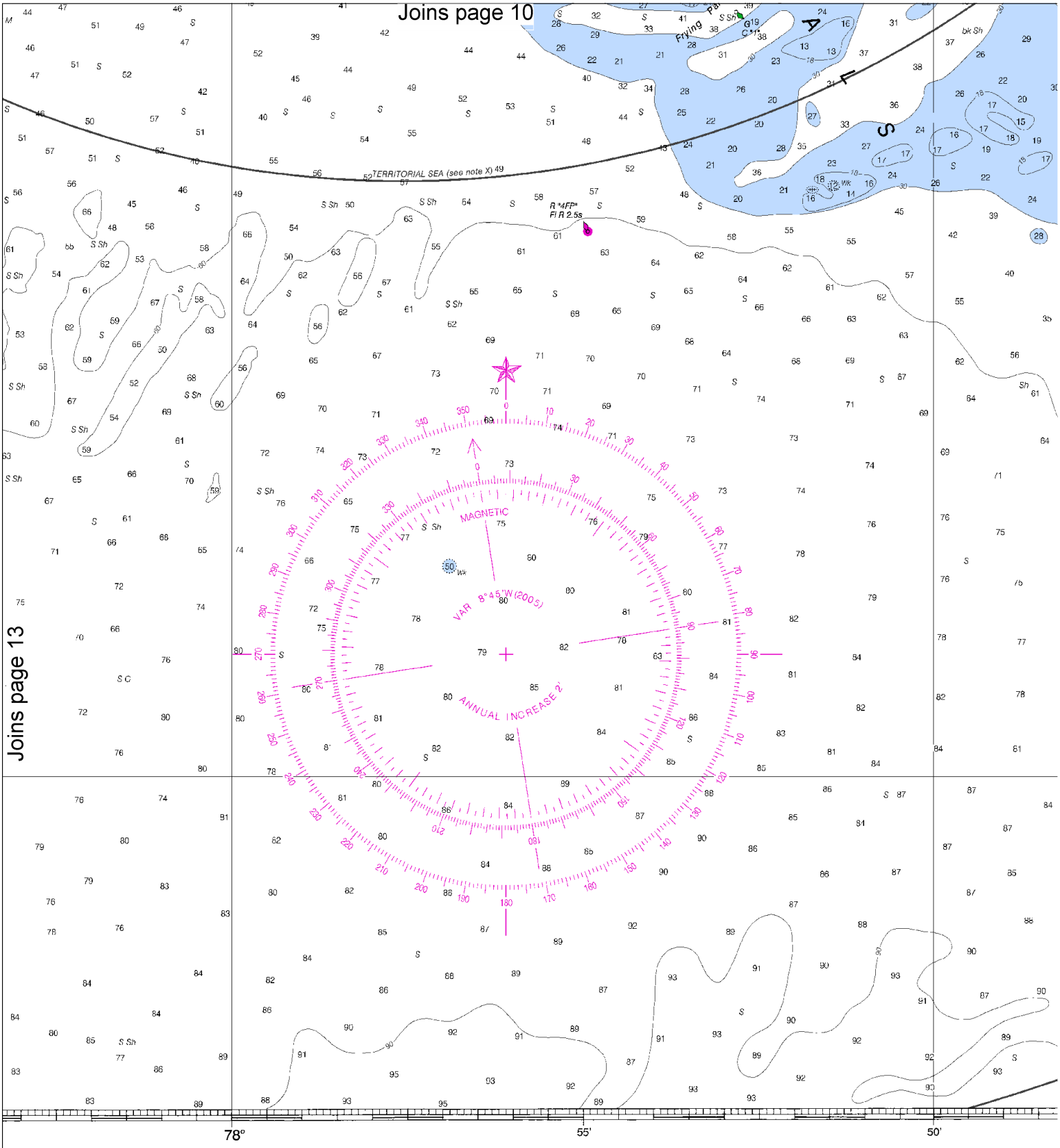
3 4 5 6 7

Yards

0 6000 8000 10000

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY



ashington, D.C.
T OF COMMERCE
MOSPHERIC ADMINISTRATION
EAN SERVICE
SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at: 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

14

North

Printed at reduced scale. ~~SCALE 1:80,000~~

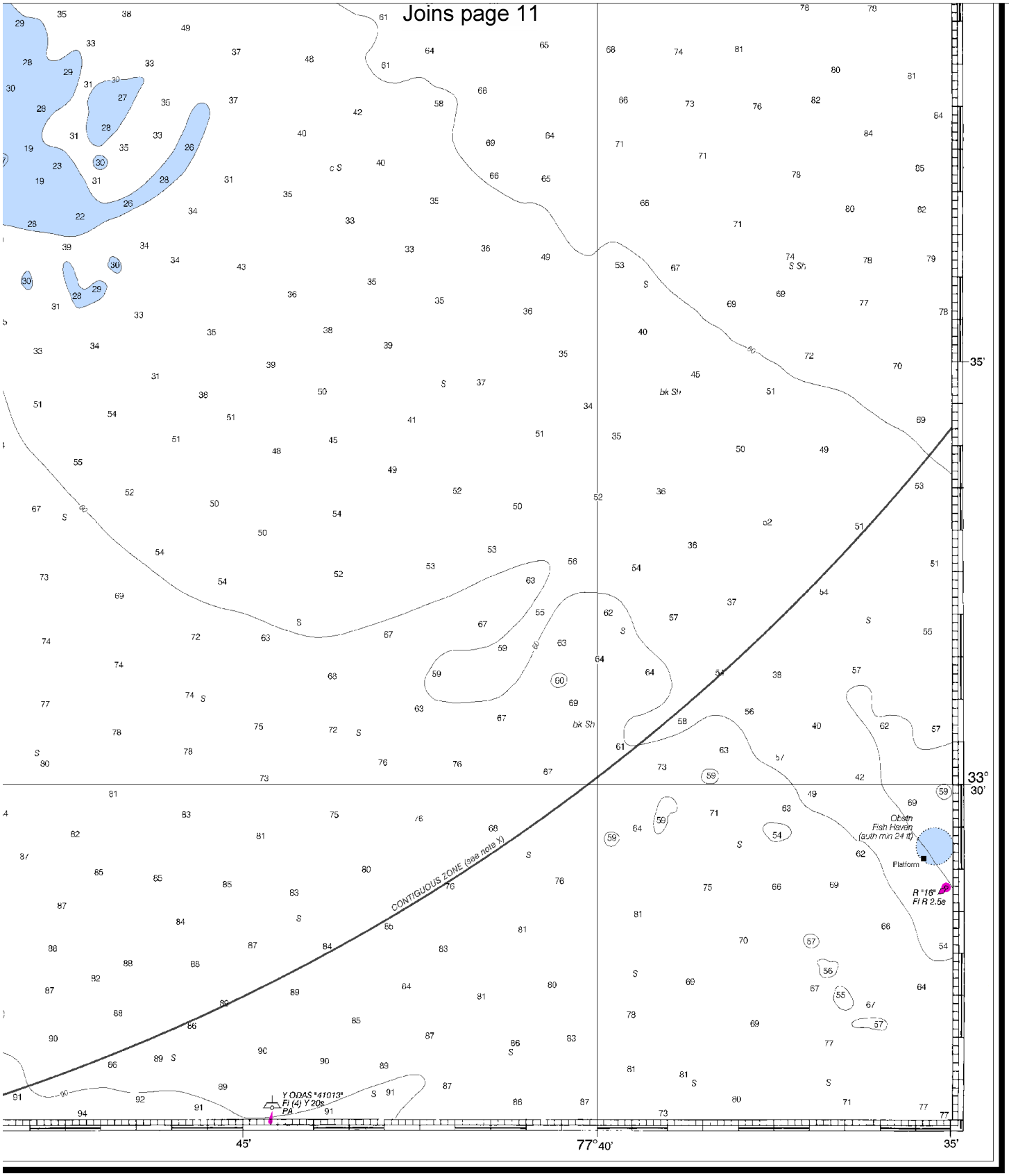
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Approaches to Cape Fear River

SOUNDINGS IN FEET - SCALE 1:80,000

11536

LORAN-C OVERPRINTED

ED NO. 18

NSN 7642014010163 NGA REFERENCE NO. 11AHA11536

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Oak Island – 910-278-5592
NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.